

2. TRANSPORTATION ELEMENT

GOAL 1: To develop and maintain an overall transportation system which will provide for the transportation needs of all sectors of the community in a safe, efficient, cost effective and aesthetically pleasing manner.

OBJECTIVE 1.1: To the extent that the Town has control, the Town will ensure that transportation facilities and services for those roads identified in this element meet level of service standards established within the Town of Davie Comprehensive Plan.

Measure - Lane miles operating at an unacceptable level of service

- Policy 1.1.1 To maintain those level of service standards identified within the Town's Comprehensive Plan, the Town shall, prior to final action on amendments to the Town of Davie Comprehensive Plan, determine whether adequate municipal transportation facilities and services will be available to serve the proposed development.
- Policy 1.1.2 Prior to plat approval, the Town and/or County shall evaluate the transportation facilities and services necessary to meet the level of service standards established within the Town of Davie Comprehensive Plan and will be available concurrent with the impacts of the development consistent with Rule 9J-5 F.A.C. and the concurrency management policies included within this element and plan.
- Policy 1.1.3 The Town shall enforce its land development codes and regulations to determine that all new development in the Town of Davie meets the level of service standards established within the Comprehensive Plan.
- Policy 1.1.4 In order to ensure that land development contributes a proportionate share of the cost of transportation facilities, the Town of Davie will continue to urge Broward County to continue to implement the improvements, dedications and highway impact fee requirements or actual construction in lieu thereof, contained within the Broward County Land Development Code, as amended.
- Policy 1.1.5 The Town will continue to coordinate review of proposed development with Broward County to insure collection of applicable roadway impact fees, transportation concurrency assessments, and any similar fees as may be provided by law.
- Policy 1.1.6 This policy and all others pertaining to transportation concurrency shall be construed to mean that the Town shall, to the extent allowed by law, retain its existing concurrency management system using the roadway volume-based level-of-service standards adopted herein for the western areas of the Town currently within the Southwest Standard Concurrency District.

GOAL 2: The Town will coordinate with FDOT and the County, to exceed, by 2012, the regional level of service goal of an overall 10 percent reduction in the lane miles of the Regional Roadway Network within Davie currently operating below level of service "D", for those roadways not located within the South Central Transit Oriented Concurrency Exception District of Broward County.

The roadways considered to be over capacity are described in the existing transportation map series.

Objective 2.1 The Town will coordinate transportation improvements with the plans and programs of the Broward County Metropolitan Planning Organization, Broward County Transit Division, FDOT (including its Five-Year Transportation Plan), and any appropriate resource planning and management plan prepared pursuant to Chapter 380, Florida Statutes, and approved by the Governor and Cabinet.

Measure - Percentage of lane miles and/or projects built which are consistent with the aforementioned plans.

Policy 2.1.1 The Town shall utilize the highway capacity methodology or other approved acceptable methodologies endorsed by the BCMPO and approved by the Broward County Board of County Commissioners to determine the capacities and levels of service on appropriate roadways. The Town recognizes that the data concerning roadway capacities was obtained from the Broward County Transportation Element and the FDOT "Generalized Capacity" tables contained within the FDOT 1998 Level of Service Handbook and may not reflect the actual capacity conditions of a roadway segment (generalized means average conditions). The Town reserves the ability to address detailed capacity determinations by separate link analysis.

Policy 2.1.2 Unless exempt under other policies or otherwise provided by law, the concurrency management system shall, for the regional transportation system, utilize the level of service (LOS) standards established by Broward County for the purpose of issuing development orders and permits, which pursuant to the 2010 Broward County Transportation Element are as follows:

- a. a. For the Strategic Intermodal System (SIS) roadways within the Town of Davie, the generalized two-way peak-hour level of service (LOS) standard established by the Florida Department of Transportation is:

Roadway	Roadway Segment	LOS Standard*
SIS Corridors		
Florida Turnpike & Homestead Extension	Miami-Dade County line to Palm Beach County line	D
Interstate 95	Miami-Dade County line to Palm Beach County line	E
Interstate 595	Interstate 75 to US 1	D
Sawgrass Expressway	Interstate 75 to east of I-95 ramps via SW 10 Street(State Road 869)	D
Interstate 75	Miami-Dade County line to west of US-27	D
Interstate 75	West of US-27 to Collier County line	B
US 27	Miami-Dade County line to Interstate 75	D
US 27	Interstate 75 to Palm Beach County line	B

* The level of service letter designations are defined in FDOT's 2002 Quality/Level of Service Handbook

- b. For non-FIHS transportation facilities and transportation facilities functionally classified as collector roads or higher, the generalized two-way peak-hour LOS "D"

standard volumes depicted on Table F-1, Level of Service Manual, Florida Department of Transportation, (2002).

c. For transportation facilities previously designated as 110 percent maintain under the 1989 Comprehensive Plan, the generalized two-way peak-hour LOS standard shall be calculated by use of a K factor, which will be applied to the 110 percent maintain roadway volumes. The 110 percent maintain roadway segments and corresponding LOS standard are depicted in an Appendix to the Broward County Transportation Element Support Document.

d. For facilities within the South Central Transportation Concurrency Management Area the LOS standards of the Broward County Transportation Element are hereby adopted. As of July, 2010, those standard are to maintain headways of 30 minutes or less on 80% of routes, establish and maintain service at two or more neighborhood transit centers; increase peak-hour weekday fixed-route transit ridership by 22 percent from FY 2009-2013; maintain the current number of community bus routes (10) through 2013.

e. For facilities within the Central Transportation Concurrency Management Area the LOS standards of the Broward County Transportation Element are hereby adopted. As of July, 2010, those standards are to: maintain headways of 30 minutes or less on 80% of routes. Establish and maintain service at one or more neighborhood transit centers. Reduce traffic signal communication failures by 50% by FY 2013. Increase peak-hour weekday fixed-route transit ridership by 19 percent from FY 2009 to FY 2013. Maintain the current number of community bus routes (24) through 2013.

f. For all Transportation Concurrency Management Areas, overall, increase number of bus stop shelters by 25 percent from FY 2009 to FY 2013. Traffic volumes on arterial roadways in each District shall remain less than the maximum service volumes as displayed below. These volumes do not apply to Strategic Intermodal System (SIS) and Transportation Regional Incentive Program-funded roadway facilities and cannot be used in a manner that would result in interference with mainline operations on SIS roadway corridors. The County and FDOT will work together to revise downward the volumes in this table.

g. For facilities within the Southeast Transportation Concurrency Management District, maintain headways of 30 minutes or less on 80% of routes. Establish and maintain service at one or more neighborhood transit centers. Increase peak-hour weekday fixed-route transit ridership by 24 percent from FY 2009 to FY 2013.

Peak Hour Two Way Maximum Service Volumes*

Two-lane arterials	2,555
Four-lane arterials	5,442
Six-lane arterials	8,190
Eight-lane arterials	10,605

*The Maximum Service Volumes are calculated from “Generalized Peak Hour Two-Way Volumes for Florida’s Urbanized Areas”, published by the Florida Department of Transportation, as 75% above the volumes for Class IV State Two-Way Arterials, for Level of Service E, for the Eastern Core District; and as 75% above the volumes for Class II State Two-Way Arterials, for Level of Service D, for all other Districts. 5

- Policy 2.1.3 The Town, through its membership in the BCMPO, will urge responsible State and County implementing agencies to plan their roadway systems to achieve and maintain at least a level of service "D" during peak hour.
- Policy 2.1.4 The Town establishes a minimum peak hour level of service standard of "D" for locally maintained collector roadways, except that such roadways within the RAC and TOC shall have an established minimum peak-hour level of service standard of "E + 20". However, the Town shall establish a Transportation Concurrency Exception Area (TCEA) for roadways within the RAC and TOC by July 2011. The Town shall implement the multi-modal mobility plan components of the RAC Master Plan and TOC Master Plan adopted by the Town Council, and shall implement development exactions to help improve mobility within the RAC and TOC. The Town shall complete a comprehensive traffic analysis including required improvements by July 2011 to determine appropriate development exactions necessary to achieve minimum peak-hour level of service standards. Such exactions may include impact fees, construction of multi-modal mobility improvements in order to provide safe and adequate access to the pedestrian, bicycle, transit and vehicular modes of travel, or payments in-lieu of construction of such improvements.
- Policy 2.1.5 All other Town-maintained local roads shall provide a minimum peak hour level of service standard "C".
- Policy 2.1.6 A local street is any roadway not designated as an arterial or collector facility on the Broward County Trafficways Plan.
- Policy 2.1.7 Low cost improvements, such as the addition of turn lanes will be considered before additional travel lanes are added to any local street. In addition, the impact to the lifestyles of adjacent neighborhoods should also be considered.
- Policy 2.1.8 The Town will work closely with developers and County and State transportation agencies in order to facilitate joint funding of transportation improvements.
- Policy 2.1.9 The Town will coordinate and cooperate with the State and County to improve roadways within the Town of Davie.
- Policy 2.1.10 The Town will continue to participate in the Broward County Technical Coordinating Committee (TCC).
- Policy 2.1.11 The Town shall coordinate with Broward County to develop Transportation Demand Management (TDM) and Transportation System Management (TSM) programs to modify peak hour travel demand and reduce the number of vehicle miles traveled per capita with the Town and region. Consistent with the Broward County Transportation Element, TDM strategies may include:
- a. Ridesharing programs - Ridesharing is a form of transportation, other than public transit, in which more than one person shares the use of the vehicle, such as a car or a van, to make a trip.
 - b. Flexible Work Hours - Allows employees to schedule their work hours so as to avoid driving during peak hours.
 - c. Telecommuting - Home -based employees primarily in information-oriented jobs.

- d. Shuttle Services - Buses, vans or cars used to provide transportation from remote parking locations to the workplace.
- e. Parking Management - included preferred parking, price parking, parking limitations and shared parking.
- f. Corridor studies - Coordinated efforts between the County, MPO, FDOT and local governments which consider a wide variety of initiatives to encourage higher public transit use and transit-oriented design development.
- g. Congestion Management Plan (CMP) - Priority strategies serving the County's Urban Infill Area which is east of the Florida Turnpike intended to mitigate congestion and improve operational LOS.

TMS strategies may include:

- a. Roadway improvements - In lieu of traditional widening and construction, alternative solutions are proposed to eliminate traffic problems such as corridor studies.
- b. Intersection improvements - Turn lane additions or other geometric improvements.
- c. Access Management - Control and spacing/design of driveways, ramps, medians, median openings, traffic signals and intersections on arterial and collector roadways.
- d. Signalization - Computerization of signals on roadways to improve traffic flows.

Policy 2.1.12 Evaluate and rank the Town Roadway Capital Improvement Projects (CIP) in order of priority in preparing improvement programs according to the following guidelines:

- a. Whether the project is needed to protect public health and safety, to fulfill the state's and/or county's commitment to provide facilities and services, or to preserve or achieve full use of existing facilities;
- b. Whether the project increases efficiency of use of existing facilities, prevents or reduces future improvement cost, provides service to developed area lacking full service, or promotes in-fill development;
- c. Whether the project represents a logical extension of facilities and services within a designated service area; and
- d. Whether the project represents a development requirement for the approval of a project within an undeveloped area.

Objective 2.2 The Town will enforce a transportation concurrency management system, within the area currently designated as the Southwest Standard Concurrency District, which monitors and manages new growth in conformance with Florida law.

Measure - Percentage of developments with facilities in place concurrent with the impacts of development pursuant to Policy 2.2.1 a-e below, within areas subject to transportation concurrency.

Policy 2.2.1 Within areas of the Town of Davie subject to transportation concurrency, the development review and approval process will ensure that necessary facilities and services will be available concurrent with the impacts of development consistent with Rule 9J-5 as follows. Development Order includes any land use change, site plan approval, engineering permit, building permit, zoning permit, subdivision plat approval,

rezoning, special exception, variance, or any other official action of the Town Council or other appropriate Town official.

- a. The necessary transportation facilities are in place at the time a Development Order is approved by the Town Council or other appropriate Town officials or the Development Action is approved subject to the condition that the necessary transportation facilities will be in place consistent with Town Code provisions;
- b. the necessary transportation facilities are under construction at the time a Development Action is approved by the Town Council, or other appropriate Town officials.
- c. the necessary transportation facilities are the subject of a binding contract executed for the construction of those necessary transportation facilities at the time a Development Order is approved by the Town Council, or other appropriate Town officials.
- d. the necessary transportation facilities have been included in the Municipal, County or State annual budget at the time a Development Order is approved by the Town Council, or other appropriate Town officials although the facilities are not yet the subject of a binding contract for their construction; and or,
- e. at the time a Development Order is approved by the Town Council, or other appropriate Town officials, the Town is able to assure that the necessary transportation facilities will be in place within a reasonable period of time consistent with the requirements of Rule 9J-5.0055(3)(c), F.A.C. At a minimum, the necessary transportation facilities are to be included within a financially feasible Capital Improvements Element or an alternative implementation plan which is determined by the Florida Department of Community Affairs to be in compliance with Rule 9J-5 of the Florida Administrative Code and supported by all necessary implementing land development regulations and a concurrency monitoring system.
- f. As may otherwise be provided by State Administrative Rule or Florida law.

Policy 2.2.2 The Town shall maintain a concurrency monitoring system to ascertain whether necessary transportation facilities identified within the Capital Improvements Element of the Town of Davie Comprehensive Plan are being constructed in accordance with the schedules in the Plan and to measure the capacity of such transportation facilities in a given area at a given time.

Goal 3: The Town will actively promote the provision of a safe, convenient and efficient transportation system for motorized and non-motorized modes of travel.

Objective 3.1 Parallel frontage roads, interconnected driveways, or their design equivalent shall be encouraged to reduce conflicts between local and through traffic.

Measure - Number of curb-cuts/median openings/parking lot interconnections during the planning period.

Policy 3.1.1 Maintain existing Land Development Regulations that encourage the utilization of interconnected driveways, or their design equivalent to reduce conflicts between local and through traffic.

- Policy 3.1.2 Work with the County and FDOT to ensure that all roadways are designed in such a manner as to decrease accident frequency.
- Policy 3.1.3 Promote the reduction of vehicle speeds by incorporating traffic calming devices into roadway design, and establishing speed thresholds in accordance with the Town Policy.
- Policy 3.1.4 The Town shall encourage the interconnection and extension of roadways and road rights-of-way throughout the Town to the extent feasible, and in accordance with the recommendations of the adopted Local Road Master Plan.

OBJECTIVE 3.2: The Town will continue the implementation of a safe and enjoyable bikeway/walkway system which will include land use and other strategies to promote the use of bicycles and walking.

Measure - Linear feet of bikeways/walkways established annually.

- Policy 3.2.1 The Town Council shall develop a Master Bikeway/Walkway Plan which will include components from the Town's Recreational Trails Master Plan, and which will include connections to public facilities.
- Policy 3.2.2 The Master Bikeway/Walkway Plan, once developed, will be periodically reviewed, and recommendations for additions, deletions and/or corrections shall be made to the Town Council for adoption.
- Policy 3.2.3 At the time of plat or site plan approval, developers shall be required to dedicate, construct and/or resurface adjacent bikeways/walkways in accordance with the Land Development Code.
- Policy 3.2.4 At the time of plat or site plan approval, the Town Council may require additional bikeways/walkways should the proposed subdivision contain a roadway pattern whereby the provision of additional bikeways/walkways would improve public safety or convenience.
- Policy 3.2.5 Bikeways/walkways shall be designed to link parks, recreational, educational and other public facilities with nearby residential areas.
- Policy 3.2.6 At time of site plan review, the Town will encourage the provision of ample and secure bicycle parking at schools, libraries, recreational facilities, and significant commercial and multi family developments.
- Policy 3.2.7 The Town will continue to work cooperatively with FDOT and Broward County to provide wide curb lanes to accommodate bicycles and provide parallel sidewalks as part of arterial roadway construction projects.
- Policy 3.2.8 The Town will coordinate with land owners and developers to study the feasibility of adding an equestrian and bicycle lane to the SW 36th Street bridge over I-75 which would be separated from the travel lanes.
- Policy 3.2.9 The Town will coordinate with FDOT and Broward County to ensure that crossing signals and other signage along the trails for equestrians use, dual light buttons for

equestrians (high) and for pedestrian/bicyclist (low) at trails/street intersections and guard rail cuts are provided on major roadways in order that bicycles, equestrians and pedestrians can access the roadway shoulders for safe travel.

- Policy 3.2.10 The Town shall review all proposed development for accommodation of equestrian traffic needs and review facilities if deemed appropriate.
- Policy 3.2.11 The Town shall require or provide pedestrian displays at signal installations and signal modifications where crosswalks are provided.
- Policy 3.2.12 The Town shall provide bicycle, pedestrian and equestrian ways connecting all new residential areas to recreational areas, schools, and shopping areas within neighborhoods, and pedestrian ways for access to major transit stops, where practicable and feasible.
- Policy 3.2.13 The Town shall review all proposed development for its accommodation of bicycle, pedestrian, and equestrian traffic needs and said review shall be consistent with the pathway of the Open Space Program.
- Policy 3.2.14 The Town shall require the construction of missing links in the existing sidewalk system as appropriate (adjacent to or in close proximity to) new and/or redevelopment in conjunction with the issuance of development permits for new and /or redevelopment.

OBJECTIVE 3.3: The Town will continue to work with State, County and other local agencies to improve traffic safety involving vehicles, pedestrians and/or cyclists, and take appropriate steps to maintain level of service.

Measure - Number of accidents per location per year.

- Policy 3.3.1 Traffic signalization, roadway signage and operational capacities (including curb cuts and turn lanes) shall be designed to optimize traffic flows and levels of service. These improvements shall always be considered prior to adding travel lanes.
- Policy 3.3.2 The Town shall prohibit on-street parking on all arterial and major collector roads unless on-street parking is utilized as a traffic calming device to compliment downtown district and encourage pedestrian activity.
- Policy 3.3.3 The Town will modify, if necessary, existing Land Development Regulations based on urban design for transportation facilities to accommodate the implementation of the Regional Activity Center Area.
- Policy 3.3.4 The Town may utilize traffic calming design features after a study is performed to address local neighborhood concerns.

OBJECTIVE 3.4: The Town will promote timely resurfacing and repair of roads and bridges to minimize costly reconstruction and to enhance safety.

Measure - Linear feet resurfaced/linear feet reconstructed annually.

- Policy 3.4.1 At a minimum, the Town will continue annual roadway maintenance budget funding at existing levels.

- Policy 3.4.2 On an annual basis, the Town Public Works Department will produce evaluation criteria and an inventory of municipal roadways which are in need of resurfacing and/or reconstruction.
- Policy 3.4.3 The evaluation criteria and the inventory of roadways requiring resurfacing and/or reconstruction, along with the funding and any additional right-of-way necessary to complete the desired projects, will be forwarded to the Town Council for determination of which projects may be included in a resurfacing/reconstruction program.
- Policy 3.4.4 A formal resurfacing/reconstruction program will be initiated following the Town Council's review of the inventory.

OBJECTIVE 3.5: The Town will enforce existing regulations to: 1) reduce the number of access points onto adjacent roads; 2) provide adequate on-site motorized and non-motorized circulation; and 3) provide adequate on-street and off-street parking relative to existing and planned commercial and multi-family development.

Measure - Number of site plans approved annually which meet existing Land Development Regulation standards.

- Policy 3.5.1 The Town will enforce regulations relating to the location of driveways, access points and connections to roadways which are at least as strict as Broward County and State standards. This shall not prohibit the approval of connections and access points not totally consistent with those standards based upon a traffic study.
- Policy 3.5.2 The Town shall enforce the off-street parking requirements contained in the Land Development Code for all land uses, particularly industrial, commercial and multi-family developments.
- Policy 3.5.3 The Town shall enforce design criteria for on-site motorized and non-motorized circulation.
- Policy 3.5.4 The Town shall enforce design criteria for on-street parking to ensure safe traffic circulation.
- Policy 3.5.5 The Town shall promote the provision of on-street parking within the RAC and TOC by amending the code of ordinances by May, 2015 to designate streets where on-street parking is permitted, and adopting one or more standard street sections for on-street parking. The Town shall also work with Broward County and FDOT to achieve on-street parking within those Transit-Oriented Streets under county and state jurisdiction that qualify for the Urban Main Street Trafficway context of the Broward County County-Wide Design Guidebook, prepared by Anthony Abate, AIA, and adopted by the Broward County Board of County Commissioners on June 14, 2005.

GOAL 4: Coordinate transportation and land use planning activities to ensure adequate facilities and services are available to meet existing and future needs of Davie's population and economy.

OBJECTIVE 4.1: The Town will coordinate transportation planning activities with land use decisions, ensuring that transportation planning and land use planning activities are properly coordinated in the Town, as shown on the Future Land Use Map.

Measure/Actions –

1) Continue to coordinate with Broward County through participation in the regular updates of the Transit Improvement Plan and Long Range Transportation Plan so that at least 80% of all transit stops are proximate to development with higher intensity and mixed-use land uses as defined within this element by December 31, 2010.

2) Annually identify the number of bus stops with functional access to surrounding land uses.

Policy 4.1.1 The Town shall consider the individual and cumulative impacts of land use plan amendments on the existing and planned transportation facilities within the Town.

Policy 4.1.2 To minimize the impact on locally-maintained transportation facilities, land uses which generate or affect high traffic volumes will be located adjacent to, or have safe and adequate access to, principal arterials, expressways, or other regionally-significant roadway facilities.

Policy 4.1.3 Transportation facilities will be planned and located in a manner which minimizes the potential for adverse impacts on adjacent land uses.

Policy 4.1.4 The Town shall reserve the ability of acquiring lands and constructing parking facilities such as garages or surface parking areas separately or in partnerships.

Policy 4.1.5 The Town will continue to implement land development regulations which provide incentives such as density bonuses or credits for development activities within the RAC.

Policy 4.1.6 The Town will continue to maintain and enforce a concurrency management system consistent with the Future Land Use Element to assure that development orders and permits in areas that are subject to concurrency are not issued unless transportation facilities are or will be available, as provided by law.

Policy 4.1.7 Residential densities below 10 DUA should be located with access to existing or proposed arterial, collector or local streets.

Policy 4.1.8 Residential densities above 10 DUA should be located with adequate access to collector roadways, major or minor arterial roadways, expressways, or public transit routes. This policy does not require that areas of the RAC and TOC designated for densities above 10 DUA have direct access to such roadways.

Policy 4.1.9 The Town shall designate sufficient acreage on the FLUM to provide a range of housing opportunities and a mix of land uses so that housing opportunities are within close proximity to employment areas and public transit routes.

Policy 4.1.10 Regional or community facilities and other public facilities shall be located in areas of concentrated activities, such as the RAC and TOC, in order to provide easy access by public transit and to economize on parking facilities.

- Policy 4.1.11 Commercial and/or industrial development shall be located with adequate access to major transportation facilities. Within the RAC and TOC, neighborhood scale commercial development should be distributed in such a manner that it is compatible with adjacent planned uses, is convenient to pedestrian travel and minimizes the need for automobile trips without regard to functional roadway classifications.
- Policy 4.1.12 Transportation facilities and services shall be developed in a manner that encourages infill development and that promotes the efficient use of urban services.
- Policy 4.1.13 The Town 's Local Road Master Plan is hereby incorporated by reference, as approved and adopted by the Town Council on August 6, 2008. The Plan's purpose is to provide the framework for guiding local roadways improvements, and to coordinate these improvements with land use planning within the Town.

OBJECTIVE 4.2: In conjunction with Broward County the Town shall ensure development does not encroach upon existing rights-of-way and shall ensure future development does not encroach upon future rights-of-way as provided in the Broward County Trafficways Plan and Town Right of Way Protection Plan.

Measure - Number of developments encroaching upon planned or vested right of way.

- Policy 4.2.1 In order to protect the rights-of-way necessary for the establishment of the Regional Roadway Network, the Town will continue to support implementation of the Broward County Trafficways Plan.
- Policy 4.2.2 In order to protect the corridors identified on the Broward County Trafficways Plan, the Town shall not issue building permits for construction of buildings within identified rights-of-way.
- Policy 4.2.3 During BCPC's authorized periods of municipal review, the Town Council may formally submit requests for additions, deletions, or modifications to the Broward County Trafficways Plan.
- Policy 4.2.4 The Town will continue the practice of obtaining necessary right-of-way, in conformance with adopted right-of-way plans, including the Broward County Trafficways Plan, at time of issuance of development permits.
- Policy 4.2.5 Adopt the following provisions as Town minimum public right-of-way requirements for new roadways:
- a) Arterial roadways - Principal: 200 foot right-of-way
Major: 120 foot right-of-way
Minor: 110 foot right-of-way
 - b) County and Town collector roadways - 80 foot right-of-way
 - c) Local roads (bikeway/trail corridors) - 60 foot right-of-way
 - d) Local road - 50 foot right-of-way
 - e) Within the RAC, the Land Development Regulations shall establish the right-of-way requirements based upon the detailed concepts established in the RAC Master Plan, adopted by the Town Council.

- Policy 4.2.6 Regularly update the right-of-way protection plan a minimum of once each planning period.
- Policy 4.2.7 Establish priorities for the acquisition of rights-of-way based upon the right-of-way protection plan.

GOAL 5: Encourage a transportation system which minimizes environmental impacts, conserves energy, and conserves the Town's lifestyle in addition to moving traffic safely and efficiently.

OBJECTIVE 5.1: The Town shall continue to provide or encourage alternatives to single-occupancy and other automobile travel to minimize negative environmental impacts.

Measure - Number of programs, trail miles and bike lane miles implemented or constructed.

- Policy 5.1.1 The Town will work with other agencies to make information regarding ride sharing, mass transit, and commuter rail services available to its citizens.
- Policy 5.1.2 The Town will cooperate with the implementing agencies to explore the feasibility of locating park and ride lots in proximity to, or within, the Town which may service transit services, the Tri-County Rail System and Express Bus Services, and other future transit systems.
- Policy 5.1.3 The Town will not permit, unless appropriate mitigation measures are taken, the construction of transportation improvements which would negatively impact environmentally-sensitive areas such as wetlands.
- Policy 5.1.4 The Town shall discourage unnecessary traffic signalization.
- Policy 5.1.5 By December 31, 2011, the Town shall adopt a sustainable mobility plan. The plan shall develop a long-term strategy to reduce CO₂ emissions, and provide transportation alternatives, but will not replace, reduce or weaken road concurrency standards.
- Policy 5.1.6 The Town shall actively work to reduce the amount of vehicle miles travelled within the Town through the promotion of carpooling, mass transit systems, and alternative forms of transportation.

GOAL 6: Continue developing a high level of transit service which provides safe, economical, efficient, and convenient travel for the citizens of the Town of Davie.

OBJECTIVE 6.1: The Town shall work cooperatively with Broward County and the Florida Department of Transportation to increase the level of annual BCt Transit ridership.

Measure - A proportionate annual increase in transit riders within Davie.

- Policy 6.1.1 The concurrency management system shall provide that for the purpose of issuing development orders and permits, the adopted public transit level of service shall be for the BCt to provide fixed-route transit service to at least 70 percent of all residences and employment locations during the peak hour.

- Policy 6.1.2 As Davie continues to develop, the Town shall urge the County to provide bus service to generally achieve the County Transit Development Plan (TDP) level of service standards.
- Policy 6.1.3 The Town, with financial assistance from the County, will make special efforts to increase transit ridership by providing bus shelters, benches, detailed signage, and other amenities at high transit usage bus stops.
- Policy 6.1.4 The Town shall support the Broward County and the FDOT continued funding of local mass transit service consistent with existing service standards.
- Policy 6.1.5 The Town shall coordinate with the Broward County MPO, Broward County Division of Mass Transit and Tri-Rail to ensure the required transit services area available to meet the level of service criteria.
- Policy 6.1.6 The Town shall encourage the identification of persons with special transportation needs for shopping, recreational and hurricane evacuation purposes.

OBJECTIVE 6.2: Through the Town's seat on the Metropolitan Planning Organization, the Town shall continue to request that Broward County provide transit service to all present and future major trip generators and attractors.

Measure - Percentage of major trip generators and attractions served by mass transit.

- Policy 6.2.1 The Town shall coordinate and cooperate with the implementing agencies to determine the feasibility of locating a feeder parking lot and associated County bus service in proximity to Davie to complement the Tri-County Commuter Rail Service, and the SR 7/US 441 Express Bus.
- Policy 6.2.2 The Town shall coordinate and cooperate with the implementing agencies to determine the feasibility of locating, within Davie, Park and Ride locations for regional sports and cultural activities.
- Policy 6.2.3 The Town shall coordinate and cooperate with the implementing agencies to determine the feasibility of establishing a BCt transit link between Davie and major transportation terminals, including Miami International Airport, Fort Lauderdale Hollywood International Airport, and Port Everglades.
- Policy 6.2.4 The Town shall coordinate and cooperate with implementing agencies to promote adequate mass transit service to the South Florida Regional Education Center (SFREC).
- Policy 6.2.5 The Town shall coordinate with Broward County modifications to the County Land Development Code that implement local design criteria to improve the aesthetics and comfort at transit facilities.
- Policy 6.2.6 Support funding of Broward County Mass Transit Division and Tri-Rail to maintain local transit facilities.

OBJECTIVE 6.3: The Town will ensure adequate rights-of-way as reviewed by Broward County are available to meet Davie's future mass transit and transportation needs.

Measure - All development proposals shall be reviewed by Broward County and the Town for compliance.

- Policy 6.3.1 In order to protect the rights-of-way necessary for the establishment of the regional mass transit and roadway network, the Town will continue to support the implementation of the Broward County Trafficways Plan.
- Policy 6.3.2 The Town shall support County requests for transit-related improvements as part of the development permitting process.
- Policy 6.3.3 Monitor and evaluate the impacts of new development on the local road network through the maintenance of a Local Roads Concurrency Management System. The Concurrency Management System shall be the basis for requiring the mitigation of developmental impacts on the roadway systems. The Town shall maintain its road-based transportation concurrency in the western area of the Town. By May 2015, the Town shall initiate a study to consider the feasibility of, and mechanisms for requiring developers to ensure safe and adequate access, which may require construction of transportation infrastructure or contributions in lieu of same. The Town shall also study the enactment of impact fees or other fees as may be authorized by law to help fund mobility initiatives.

OBJECTIVE 6.4: The Town will coordinate transit improvements with the Comprehensive Plan and the plans and programs of the Broward County Metropolitan Planning Organization, the Broward County Mass Transit Division, the Florida Department of Transportation (including their 5-year Transportation Plan) and any appropriate plan for the transportation disadvantaged.

Measure - Transit projects which are consistent with the aforementioned plans.

- Policy 6.4.1 The Town will continue to closely monitor the provisions of transit service and when necessary, inform the appropriate state or county agency of the Town's changing needs.
- Policy 6.4.2 The Town will make information available to its citizens regarding ride sharing, bus routes and transit connections as an alternative to the single occupant vehicle.

GOAL 7: Support the development of a level of transit service which provides an alternative to the private automobile for those who wish to change modes of transport.

OBJECTIVE 7.1: The Town shall support integration of the transit system and facilities such as bus pull out bays with the road system, particularly in congested areas.

Measure - Transit available on all arterials operating below level of service -"D".

- Policy 7.1.1 The Town will work to retain and enhance the bus routes serving the Educational Campus area.
- Policy 7.1.2 The Town will support the Broward County Transit Development Plan (TDP).
- Policy 7.1.3 The Town shall encourage the incorporation of exclusive or shared bus drop off/pick up areas at major public facilities.

OBJECTIVE 7.2: The Town shall urge Broward County to provide transit coverage within one-quarter mile of all concentrations of medium and high density residential areas and employment locations of Davie, particularly those with a propensity for transit ridership.

Measure - Percentage of multi-family development of 200 units or greater and employment locations with 50 employees or more which have transit service available within one-quarter mile.

Policy 7.2.1 The Town supports maintenance of the current basic route pattern, of not disturbing single-family neighborhoods, by keeping transit service primarily on County and Town designated trafficways.

Policy 7.2.2 Coordinate with the County, the Broward MPO and FDOT to develop means by which it can be ensured that county transportation concurrency assessments, transportation impact fees and any other mobility-related fees generated from development and redevelopment within the Town, are earmarked for mobility improvements within the Town.

GOAL 8: Retain and expand transit services for the elderly, handicapped and other transportation disadvantaged groups, with both regular and specialized service.

OBJECTIVE 8.1: The Town shall encourage the County to continue and expand, as appropriate, the ADA Para-Transit Program and facilities.

Measure - Number of trips which Town residents make by using this service.

Policy 8.1.1 Via citizen comments, the Town will monitor the "demand-response" service being provided to Davie to assure County compliance with this objective.

OBJECTIVE 8.2: The Town shall urge the County to maintain and expand handicapped accessibility on regular routes to provide a reasonable alternative for the handicapped.

Measure - Number of handicapped-accessible buses serving the Town.

Policy 8.2.1 The Town will encourage the County to provide wheelchair-accessible buses on any future bus service provided within Davie.

GOAL 9: Coordinate local land use and traffic circulation planning with regional efforts to provide a convenient, safe and adequate aviation system.

Objective 9.1: The Town shall continue to monitor the proposed development of any aviation facilities in close proximity to the Town.

Measure - Number and type of coordination and/or monitoring efforts made by Town Council or Staff.

Policy 9.1.1 The Town shall review and comment, as appropriate, on any Environmental Impact Report, Master Plan or other studies required to construct, expand or modify any airport in close proximity to the Town.

Policy 9.1.2 The Town shall coordinate with FAA and Airport Planners regarding potential approach obstructions and other development of lands within the Town which may affect safe airport operations.

OBJECTIVE 9.2: The Town shall enforce Land Development Code provisions regulating the siting and operation of heliports, so as to ensure adequate compatibility to adjacent land uses.

Measure - Consistency of heliport siting and operation to Land Development Code provisions.

- Policy 9.2.1 Heliport facilities and operations shall be encouraged principally for the purposes of augmenting police and emergency medical transport services and corporate/business functions.
- Policy 9.2.2 Proposed heliport sites shall be restricted to locations in the commercial and industrial Zoning Districts unless otherwise approved by Town Council.
- Policy 9.2.3 The recommendations of adopted Part 150 Study Technical Reports shall be taken under consideration during land use and zoning decisions affecting heliports and their adjacent areas.

GOAL 10: Coordinate with Broward County in the implementation of the countywide Transportation Element recognizing that the Town includes parts of the Regional (County/State) Roadway system and other modes of transportation.

OBJECTIVE 10.1: The Town will coordinate with Broward County in the implementation of their Transportation Element.

Measure - Continue to meet with the Broward County Transportation Planning Division MPO and TCC to coordinate activities, programs and data.

- Policy 10.1.1 The Town recognizes that Broward County is the agency responsible for mass transit service and overall transportation planning on a countywide basis. The Town will continue to provide service schedules at Town Hall and implement the Land Development Regulations concerning providing mass transit stops for major traffic generators and attractors.
- Policy 10.1.2 Continue to coordinate with Broward County through participation in the regular updates of the Transit Improvement Plan and Long Range Transportation Plan to achieve and maintain the provision of County bus routes within one-quarter mile of at least 70 percent of the number of residences and employment locations, as shown on the Future Land Use Map during the peak hour, and to achieve and maintain transit service in and adjacent to the RAC and TOC consistent with Objective 4.1, Measure 1 of this element.
- Policy 10.1.3 The Town opposes the connection of SW 26th Street to I-75.
- Policy 10.1.4 The Town opposes future medians across Orange Drive which would prohibit through movements and generally discourages new bridges across the South New River Canal connecting Griffin Road and Orange Drive between the proposed Imagination Farms bridge and the eastern Town limits.
- Policy 10.1.5 Through participation in the MPO, increase the vehicle occupancy rate through TDM strategies, such as ride sharing programs, preferred parking and High Occupancy Vehicle (HOV) lanes; work to reduce the per capita Vehicle Miles Traveled (VMT) by

implementing TDM strategies and increasing the public transit modal split by 2012 as specified in the Broward County Transportation Element.

Policy 10.1.6 The Town will continue to implement strategies to facilitate local traffic to use alternatives to the FIHS as a means of protecting its interregional and interstate functions by helping to implement the following strategies:

- 1) Maintain and, where feasible, improve the Level of Service on Town roads and assist the County, if possible, on County roads that are parallel to FIHS roads.
- 2) Implement the Congestion Management Plan recommendations with emphasis on those roads parallel to FIHS roads.
- 3) Work with the County to synchronize signalization of roads parallel to FIHS roads.
- 4) Through membership on the MPO, support implementation of Intelligent Transportation Systems (ITS).
- 5) Coordinate with FDOT and the BCPC to identify a public transportation corridor demonstration project.
- 6) Coordinate with FDOT and the County to provide informational Kiosks along roads parallel to FIHS roads.
- 7) Expand transit service alternatives with the County in areas which would otherwise not qualify under set standards.
- 8) Improve pedestrian and bicycle access to transit in all roadway improvement projects.
- 10) Promote transit oriented design on roads parallel to FIHS roads.
- 11) Monitor FIHS LOS and work with the FDOT and County to identify additional strategies.

GOAL 11: Implementation of proportionate fair-share mitigation for transportation facilities, as required by s. 163.3180(16), F.S.

OBJECTIVE 11.1: Develop and adopt a proportionate fair-share system into the Town's land development regulations.

Measure – Adoption of the proportionate fair-share system into the Town's Code of Ordinances.

Policy 11.1.1 An applicant may choose to satisfy the Town's concurrency requirements by making a proportionate fair-share contribution, pursuant to the following requirements;

- 1) The proposed development is consistent with the Town's Comprehensive Development Master Plan and the Town's land development regulations.
- 2) The Five-Year Schedule of Capital Improvements (SCI) in the Capital Improvements Element (CIE) includes a transportation improvement or improvements that, upon completion, will satisfy the requirements of the Town's transportation concurrency management system (CMS) (as detailed in the CIE and the land development regulations). The provisions of Policy 11.1.2 may apply if a project or projects needed to satisfy concurrency are not presently contained within the Five-Year SCI.

Policy 11.1.2 The Town may choose to allow an applicant to satisfy transportation concurrency through the Proportionate Fair-Share Program by contributing to an improvement that, upon completion, will satisfy the requirements of the Town's transportation CMS, but is not contained in the Five-Year SCI in the CIE, where the following apply:

- 1) The Town adopts, by resolution or ordinance, a commitment to add the improvement to the Five-Year SCI in the CIE no later than the next regularly scheduled update of the CIE. To qualify for consideration under this section, the proposed improvement must be reviewed by the Town Council, and determined to be financially feasible pursuant to s. 163.3180(16)(b)1, F.S., consistent with the Town's Comprehensive Development Master Plan and in compliance with the provisions of the policies under Goal 11. Financial feasibility for this section means that additional contributions, payments or funding sources are reasonably anticipated during a period not to exceed 10 years to fully mitigate impacts on transportation facilities.
- 2) If the funds allocated for the Five-Year SCI in the Town's CIE are insufficient to fully fund construction of a transportation improvement required by the CMS, the Town may still enter into a binding proportionate fair-share agreement with the applicant authorizing construction of that amount of development on which the proportionate fair-share is calculated if the proportionate fair-share amount in such agreement is sufficient to pay for one or more improvements which will, in the opinion of the governmental entity or entities maintaining the transportation facilities, significantly benefit the impacted transportation system. In this case, the improvement or improvements funded by the proportionate fair-share component must be adopted into the Five-Year SCI at the next annual CIE update.
- 3) Any improvement project proposed to meet the developer's fair-share obligation must meet the design standards of the Town for locally maintained roadways and those of FDOT for the state highway system.

Policy 11.1.3 Review the Town's CIE annually during the budgeting process, and updated as necessary, to reflect any proportionate fair-share contributions.

Policy 11.1.4 The Town is responsible for ensuring the financial feasibility of all capital improvements in the adopted CIE, including those related to the Proportionate Fair-Share Program.

Policy 11.1.5 Pursuant to the Intergovernmental Coordination Element (ICE) and applicable policies in the Strategic Regional Policy Plan for South Florida, the Town shall coordinate with affected jurisdictions, including FDOT, regarding mitigation to impacted facilities not under the jurisdiction of the local government receiving the application for proportionate fair-share mitigation. An interlocal agreement may be established with other affected jurisdictions for this purpose.

Policy 11.1.6 For the purposes of determining proportionate fair-share obligations, the Town shall determine improvement costs based upon the actual cost of the improvement as obtained from the CIE, the Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) or the FDOT Work Program. Where such information is not available, improvement cost shall be determined using one of the following methods:

- 1) An analysis by the Town of costs by cross section type that incorporates data from recent projects and is updated annually and approved by the Town Council. In order to accommodate increases in construction material costs, project costs shall be adjusted by an inflation factor determined using a reasonable methodology; or
- 2) The most recent issue of FDOT *Transportation Costs*, as adjusted based upon the type of cross-section (urban or rural); locally available data from recent projects on acquisition, drainage and utility costs; and significant changes in the cost of materials due to unforeseeable events. Cost estimates for state road

improvements not included in the adopted FDOT Work Program shall be determined using this method in coordination with FDOT District 6.

If the Town has accepted an improvement project proposed by the applicant, then the value of the improvement shall be determined using one of the methods provided in this policy.

- Policy 11.1.7 If the Town has accepted right-of-way dedication for the proportionate fair-share payment, credit for the dedication of the non-site related right-of-way shall be valued on the date of dedication at 120% of the most recent assessed value by the Broward County Property Appraiser or, at the option of the applicant, by fair market value established by an independent appraisal approved by the Town and at no expense to the Town. The land development regulations shall be amended to provide further guidance for this process.
- Policy 11.1.8 Proportionate fair-share contributions shall be applied as a credit against impact fees to the extent that all or a portion of the proportionate fair-share mitigation is used to address capital infrastructure improvements. Impact fee credits for the proportionate fair-share contribution will be determined when the transportation impact fee obligation is calculated for the proposed development. Impact fees owed by the applicant will be reduced per the Proportionate Fair-Share Agreement as they become due per the Town's impact fee ordinance. If the applicant's proportionate fair-share obligation is less than the development's anticipated road impact fee for the specific stage or phase of development under review, the applicant or its successor must pay the remaining impact fee to the Town.
- Policy 11.1.9 The Town may, at its option, enter into proportionate fair-share agreements for selected corridor improvements to facilitate collaboration among multiple applicants on improvements to a shared transportation facility.
- Policy 11.1.10 Proportionate fair-share revenues shall be placed in the appropriate project account for funding of scheduled improvements in the Town's CIP, or as otherwise established in the terms of the proportionate fair-share agreement. At the Town's discretion, proportionate fair-share revenues may be used for operational improvements prior to construction of the capacity project, or may be used as the 50% local match for funding under the FDOT TRIP.
- Policy 11.1.11 In the event a scheduled facility improvement is removed from the CIE, then the revenues collected for its construction may be applied toward the construction of another improvement within the same corridor or sector that would mitigate the impacts of development pursuant to the requirements of Policy 11.1.2.
- Policy 11.1.12 Where an impacted regional facility has been designated as a regionally significant transportation facility in an adopted regional transportation plan as provided in s. 339.155, F.S., the Town may coordinate with other impacted jurisdictions and agencies to apply proportionate fair-share contributions and public contributions to seek funding for improving the impacted regional facility under the FDOT TRIP. Such coordination shall be ratified by the Town through an interlocal agreement that establishes a procedure for earmarking of the developer contributions for this purpose.
- Policy 11.1.13 Adopt by ordinance, to be incorporated into the Town's land development regulations, an application and review process for the Proportionate Fair-Share Program. This process

must be consistent with the provisions of s. 163.3180(16), F.S. and must include an automatic notification by the Town of the proportionate fair-share option to any applicant for a development order whose application does not meet the requirements of transportation concurrency. It shall also address the process making proportionate fair-share agreements and the issuing of concurrency approvals pursuant to such agreements.

Policy 11.1.14 Determination of a development's proportionate fair-share obligation shall be as follows:

- a) Proportionate fair-share mitigation for concurrency impacts may include, without limitation, separately or collectively, private funds, contributions of land, and construction and contribution of facilities.
- b) A development shall not be required to pay more than its proportionate fair-share. The fair market value of the proportionate fair-share mitigation for the impacted facilities shall not differ regardless of the method of mitigation.
- c) The methodology used to calculate an applicant's proportionate fair-share obligation shall be as provided for in s. 163.3180(12), F.S. The Town shall incorporate these provisions, by ordinance, into the land development regulations.